

## Message Text

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TO AMEMBASSY LONDON

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E.O. 11652:N/A

TAGS:MILI, UK

SUBJECT:PROPOSED NEWS RELEASE AND Q'S AND A'S (HARRIER)

1. THE NEWS RELEASE AND Q'S AND A'S WHICH FOLLOW HAVE BEEN APPROVED BY THE DEPARTMENT'S OF STATE AND DEFENSE. THEY ARE FORWARDED FOR CLEARANCE BY APPROPRIATE U.K. OFFICIALS AND FOR COORDINATION WITH THE U.K. ON THE TIMING OF A JOINT U.S.-U.K. ANNOUNCEMENT ON TUESDAY, JULY 27 AT 11:00 A.M. WASHINGTON TIME AND 3:00 P.M. LONDON TIME.

2. ACTION REQUESTED: U.K. CLEARANCE OF U.S. TEXT AND Q'S AND A'S AND U.K. AGREEMENT ON TIMING OF JOINT ANNOUNCEMENT. U.K. ANNOUNCEMENT WILL BE SLIGHTLY DIFFERENT BUT U.K. WILL DRAW ON SAME Q'S AND A'S IN RESPONDING TO QUESTIONS.

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3. TEXT OF U.S. ANNOUNCEMENT AND Q'S AND A'S FOLLOW:  
ANNOUNCEMENT

DEPUTY SECRETARY OF DEFENSE WILLIAM P. CLEMENTS, JR. ANNOUNCED THAT HE HAS APPROVED THE BASIC FLIGHT DEMONSTRATION PHASE OF THE NAVY'S PROPOSED PROGRAM FOR DEVELOPMENT OF THE AV-8B HARRIER AIRCRAFT FOR THE MARINE CORPS. THE AV-8B IS THE MARINE CORPS' PREFERRED ALTERNATIVE TO SATISFY ITS FUTURE LIGHT ATTACK AIRCRAFT REQUIREMENTS.

THE AV-8B IS AN IMPROVED VERSION OF THE AV-8A HARRIER, A VERTICAL SHORT TAKE-OFF AND LANDING (V/STOL) AIRCRAFT WHICH WAS DEVELOPED BY THE UNITED KINGDOM AND IS PRESENTLY IN OPERATION WITH THE U.S. MARINE CORPS. THE NEW HARRIER WOULD BE JOINTLY DEVELOPED BY THE UNITED STATES AND THE UNITED KINGDOM. IT IS PRESENTLY PLANNED FOR INTRODUCTION INTO THE MARINE CORPS INVENTORY IN THE EARLY 1980'S.

THE OBJECTIVE OF THE NEW PROGRAM IS TO APPROXIMATELY DOUBLE THE PERFORMANCE OF THE PRESENT-DAY HARRIER, PRIMARILY BECAUSE OF AERODYNAMIC IMPROVEMENTS IN THE WING AND INTAKE AREAS, THE ADDITION OF LIFT IMPROVEMENT DEVICES, THE INCORPORATION OF IMPROVED ELECTRONICS, INCLUDING AN ANGULAR RATE BOMBING SYSTEM, AND VARIOUS RELIABILITY AND MAINTAINABILITY CHANGES.

THE PROGRAM WILL COMMENCE WITH THE MODIFICATION OF SEVERAL AV-8A'S AS PROTOTYPE AV-8B'S. IF APPROVED FOR FULL SCALE DEVELOPMENT FOLLOWING THE CURRENT VALIDATION PHASE, THE AV-8B'S WOULD BE PRODUCED BY MCDONNELL DOUGLAS CORPORATION, ST. LOUIS, MO, WITH HAWKER SIDDELEY AIRCRAFT, LTD., OF THE UNITED KINGDOM, MANUFACTURER OF THE AV-8A, AS THE PRINCIPAL SUB-CONTRACTOR.

THE UNITED KINGDOM HAS ALREADY DECIDED TO START PRODUCTION OF ANOTHER VERSION OF THE HARRIER, CALLED THE SEA HARRIER, FOR USE BY THE ROYAL NAVY. IF THE UNITED STATES DECIDES TO GO AHEAD WITH FULL PRODUCTION OF THE AV-8B, IT WOULD MEAN THAT TWO DERIVATIVES OF THE ORIGINAL HARRIER WILL BE UNDER SIMULTANEOUS DEVELOPMENT UNDER TWO SEPARATE PROGRAMS. MUTUAL COOPERATION IN THE PROCUREMENT OF SUPPLIES AND SERVICES AND THE EXCHANGE OF INFORMATION ON POSSIBLE LIMITED OFFICIAL USE  
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FUTURE DEVELOPMENT WILL BE ASSURED BY CONTINUING LIAISON BETWEEN THE TWO GOVERNMENTS.

THE U.S. NAVY, WHICH IS RESPONSIBLE FOR PROCUREMENT OF AIRCRAFT FOR THE MARINE CORPS, HAS PURCHASED 110 AV-8A'S FROM THE UNITED KINGDOM WHICH ARE BEING USED FOR MARINE CORPS CLOSE AIR SUPPORT LIGHT ATTACK AIRCRAFT AND V/STOL TRAINERS. SEVERAL HUNDRED AV-8B'S WILL BE PROCURED IF THE PROGRAM REACHES FULL SCALE DEVELOPMENT.

Q'S AND A'S

1. Q: HOW DOES THE IMPROVED HARRIER (AV-8B) DIFFER FROM THE AV-8A IN TERMS OF: A) AIRFRAME B) ENGINE AND C) ELECTRONICS AND WEAPONRY?

A: THE CHANGES HAVE NOT YET BEEN FULLY DECIDED. THE MAIN

AIRFRAME CHANGE WILL BE THE SUBSTITUTION OF A NEW AND LARGER WING. PRESENTLY, NO ENGINE DEVELOPMENT IS PLANNED. THE ENGINE WILL PROBABLY BE THE PEGASUS 11 (UTILIZED IN THE AV-8A) WITH ONLY MINOR CHANGES. A SUBSTITUTION OF AVIONICS TO MATCH THE AIRCRAFT'S ROLE AND MISSION WILL ALSO BE UNDER CONSIDERATION.

2. Q: WHAT WILL BE THE ESTIMATED COST OF THE AV-8B?

A: THE PROGRAM COST OF DEVELOPMENT AND TESTING IS ESTIMATED TO BE \$350M TO \$400M IN FY 75 DOLLARS, EXCLUDING ENGINE DEVELOPMENT (NONE IS PLANNED). PRESENT ANALYSIS INDICATES THAT THE UNIT COST OF THE PRODUCTION AIRCRAFT WILL BE ROUGHLY \$5M.

3. Q: WHAT ARE THE PERFORMANCE IMPROVEMENTS EXPECTED FROM THE AV-8B?

A: WITH THE BASIC IMPROVEMENTS PLANNED, THE PAYLOAD/RADIUS CAPABILITY OF THE AIRCRAFT IS EXPECTED TO IMPROVE BY APPROXIMATELY 100 (I.E., TWICE AS MANY BOMBS THE SAME DISTANCE OR THE SAME NUMBER OF BOMBS TWICE THE DISTANCE OF THE AV-8A).  
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4. Q: WHO WILL DEVELOP THE AIRFRAME AND THE ENGINE FOR THE AV-8B?

A: PRESENT PLANNING INDICATES THAT THE MOST SIGNIFICANT CHANGES WILL OCCUR IN THE AIRFRAME. IT IS INTENDED THAT MCDONNELL DOUGLAS WILL BE THE PRIME CONTRACTOR AND HAWKER SIDDELEY WILL BE SUB-CONTRACTOR FOR PORTIONS OF THE DEVELOPMENT AND PRODUCTION. BECAUSE THE ENGINE MAY BE VIRTUALLY UNCHANGED, IT IS PRESENTLY PLANNED THAT ROLLS ROYCE WILL CONTINUE AS THE CONTRACTOR, ALTHOUGH OTHER ENGINE PRODUCTION OPTIONS ARE BEING EXAMINED.

5. Q: WILL THE U.S. CONTINUE TO USE THE AV-8A AFTER DEVELOPMENT OF THE AV-8B?

A: YES. THE AV-8B AIRCRAFT IS VISUALIZED AS A POSSIBLE REPLACEMENT FOR THE A-4 AIRCRAFT IN THE USMC. ULTIMATELY,

OF COURSE, AV-8B'S WILL REPLACE AV-8A'S AS THEY REACH THE  
END OF THEIR SERVICE LIFE.

6. Q: HOW MANY AV-8B'S DOES THE UNITED STATES INTEND  
TO PROCURE?

A: SEVERAL HUNDRED. THE SPECIFIC REQUIREMENT FOR THE USMC  
VSTOL LIGHT ATTACK AIRCRAFT IS YET TO BE DETERMINED; IT

WILL DOUBTLESS BE INFLUENCED BY THE PERFORMANCE AND COST  
OF THE CANDIDATE AIRCRAFT.

7.Q:DOES THE DECISION TO DEVELOP THE AV-8B MEAN THAT THE  
AV-16 ADVANCED HARRIER IS NOW A DEAD ISSUE?

A: VERY LIKELY. THE AV-16 ADVANCED HARRIER INVOLVED  
GREATER CHANGES TO THE DESIGN AND WOULD HAVE BEEN MUCH  
MORE COSTLY WITHOUT OFFERING SIGNIFICANTLY BETTER PER-  
FORMANCE THAN THE AV-8B.

8. Q: IF THE BRITISH WISH TO PROCURE THE AV-8B FOR  
THEIR OWN USE, WOULD IT HAVE TO BE BOUGHT FROM THE U.S.  
BY PAYING THE U.S. A PORTION OF THE MONEY THE U.S. HAS  
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SPENT IN DEVELOPMENT?

A: ACQUISITION BY THE U.K. WOULD BE GOVERNED BY NORMAL  
COMMERCIAL ARRANGEMENTS BETWEEN INDUSTRIAL ENTERPRISES  
AND CONSIDERATION OF EQUITY BETWEEN GOVERNMENTS. THE  
QUESTION OF PAYMENT WOULD BE A MATTER FOR NEGOTIATION.

9. Q: WHY SEPARATE U.K. AND U.S. DERIVATIVES? WHY NOT  
A SINGLE JOINT PROJECT?

A: THE ROYAL NAVY'S REQUIREMENTS ARE DIFFERENT FROM THOSE  
OF THE U.S. MARINE CORPS. THE U.K. WILL DEVELOP THE SEA  
HARRIER, WHICH INVOLVES A MUCH SMALLER DEGREE OF  
CHANGE TO THE AV-8A THAN DOES THE AV-8B.

10: Q: WHY IS THE NAVY INVOLVED IN THE DEVELOPMENT OF AN  
AIRCRAFT THAT APPEARS TO BE PRIMARILY FOR THE USMC?

A: THE NAVY IS RESPONSIBLE FOR THE PROCUREMENT OF ALL  
USMC AIRCRAFT.

11. Q: IS THE U.S. NAVY GOING TO PUT THE AV-8B ON AIR-  
CRAFT CARRIERS IF THE AV-8B PROGRAM IS SUCCESSFUL? IF SO,  
WHAT AIRCRAFT WILL THEY REPLACE OR AUGMENT?

A: THE NAVY IS SERIOUSLY INVESTIGATING UTILIZATION OF A

MODIFICATION OF THE MARINE AV-8B FOR SHIPBOARD EMPLOYMENT  
ON AIR-CAPABLE PLATFORMS OTHER THAN LARGE AIRCRAFT  
CARRIERS. THOSE AIRCRAFT WOULD NOT, OF COURSE, REPLACE  
EXISTING CARRIER-BASED AIRCRAFT, BUT COULD SERVE TO  
AUGMENT PRESENT CARRIER AIRPOWER IN STRIKE-FIGHTER AND  
SURVEILLANCE MISSIONS.

12. Q: WHAT WILL BE THE FIRST CARRIER TO RECEIVE THE

AV-8B?

A: THERE IS NO INTENTION AT THIS TIME TO PERMANENTLY  
BASE AV-8B'S ABOARD THE AIRCRAFT CARRIERS.

13. Q: CAN YOU REVEAL THE GENERAL FLIGHT CHARACTERISTICS  
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PLANNED FOR THE AV-8B? (I.E., SPEED, RANGE, WEIGHT OF  
PAYLOAD, ETC.)

A: THE AV-8B SPEED IS HIGH SUBSONIC. RANGE AND PAYLOAD  
OF THE AV-8B IS CLASSIFIED. KISSINGER

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## Message Attributes

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